

Question 1: Is engineered clamping acceptable in lieu of drill-n-bolt or field welding?

Answer: Engineered clamping is acceptable.

Question 2: If engineered clamping is used will that eliminate the requirement for abatement?

Answer: If the engineered clamping method does not damage the painted surface to the extent the paint is loose or peeling then abatement is not required. However, if the paint is loose or peeling then the contractor will be responsible for a material survey and any potential abatement.

Question 3: If an area is abated because of lead paint what color does should it be coated.

Answer: If an area is abated that area shall be painted to match the surrounding area.

Question 4: If an area needs abatement and it is not one of our capabilities will CE do it?

Answer. No, the contractor is responsible for abatement if the contractor disturbed any area that contains lead paint. That work can be subcontracted.

Question 5: How long will installation work be delayed when work is completed in one hangar and starting on another?

Answer: Worst case scenario is the work in the second bay will be delayed by approximately 4 days.

Question 6: Are dimensions of the aircraft available? Can you provide them?

Answer. Drawings of the aircraft that list the dimensions are attached to this amendment.

Question 7: Do we have to invoice once for every contract line item in the Pricing Schedule?

Answer: No, invoices may be submitted per CLIN completion or several CLINs may be combined on an invoice as long as the work is completed. It is the contractor's choice.

Question 8: Can the government provide drawings of the hangar main truss supports?

Answer: Eight additional drawings are included in this amendment. In addition, the company that offers the successful proposal will have access to the CE drawing vault to review drawings during the engineering design phase.

Question 9: Who is the vendor for the current fall arrest equipment?

Answer: The vendor for the fall arrest system currently in the hangars is Safety Supply of Spokane Washington.

Question 10: Is the aircraft position in hangar 3 the same as it is in hangar 1?

Answer: No, the aircraft position in hangar 3 sits approximately 20 ft farther aft (toward the hangar door) than the aircraft position in hangar 1.

Question 11: Will onsite storage for unassembled structures be available?

Answer: The hangar space in hangar 3 forward and to the aircraft left of the aircraft parking position will be available.

Question 12: How high is the aircraft when it is on jacks?

Answer: That is unknown. Fairchild will attempt to have an aircraft on jacks during the engineering design visit for the company that provides the successful offer.